

Turkish Cypriots to be protected. Most importantly, the resolution urges that steps be taken to resolve the longest unresolved conflict in Europe—the division of Cyprus.

The Commission on Security and Cooperation in Europe, which I co-chair, has held several briefings over the last 18 months on the evolution of a hoped-for solution to the Cyprus impasse. The tone of these briefings varied from optimistic to skeptical. Those concerned about this problem were hopeful when United Nations Secretary General Kofi Annan put forth a proposed plan last November.

After further discussions, Mr. Annan adapted the plan to encompass the concerns voiced by both sides of the conflict. Unfortunately, Mr. Rauf Denktash, leader of the Turkish Cypriots, failed to accept either the comprehensive settlement or the proposed referendum advanced by the Secretary General. Denktash's inability to find common ground with his fellow Cypriots from the Greek side keeps Cyprus divided.

H. Res. 165 calls for the most logical resolution of the problem—let the people of Cyprus, whether they be Greek Cypriots or Turkish Cypriots, determine their own fate at the ballot box. Tens of thousands of Turkish Cypriots have demonstrated their support for this proposal in massive public marches. Many Turkish Cypriots are obtaining Republic of Cyprus passports in an attempt to move this process ahead.

Mr. Denktash must heed the call of these times. The time for a single man to stand in the way of progress for an entire people, for an entire country, is past. I call on you, Mr. Denktash, to allow the referendum to be held now or step aside in the interest of your people and the prospect of reconciliation on the divided island nation of Cyprus!

#### EXPRESSING SUPPORT FOR THE CELEBRATION OF PATRIOT'S DAY

**HON. EDWARD J. MARKEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 10, 2003*

Mr. MARKEY. Mr. Speaker, today my colleagues from Massachusetts and I are introducing identical resolutions in both the House and the Senate that celebrate a shining moment in the history of the United States, the beginning of the most enduring free and democratic experiment in the world. On April 19, 1775, the American colonists in Lexington, in Concord and in "every Middlesex village and town" rose up to claim their inherent right to govern themselves, free of the whims of the English king.

While this day is already celebrated as a state holiday in both the Commonwealth of Massachusetts and the State of Maine, and the national significance of the events surrounding the "shot heard 'round the world" is unquestioned, the recent establishment of a national day of remembrance on September 11 as "Patriot Day" has understandably confused some Americans regarding "Patriot's Day" in April. We introduce this resolution not in any way to diminish "Patriot Day," but only to remind our colleagues and the public that "Patriot's Day" continues to serve every year as a reminder of the origins of the freedoms we enjoy today.

So this year we ask all Americans to join us in celebrating Patriot's Day, 2003, to be cele-

brated on Monday April 21. As a reminder of this day, I am including excerpts from Longfellow's "Paul Revere's Ride" and from Emerson's "The Concord Hymn"

#### PAUL REVERE'S RIDE

"Listen my children and you shall hear  
Of the midnight ride of Paul Revere,  
On the eighteenth of April, in Seventy-five;  
Hardly a man is now alive  
Who remembers that famous day and year.  
He said to his friend, 'If the British march  
By land or sea from the town to-night,  
Hang a lantern aloft in the belfry arch  
Of the North Church tower as a signal light,  
One if by land, and two if by sea;  
And I on the opposite shore will be,  
Ready to ride and spread the alarm  
Through every Middlesex village and farm,  
For the country folk to be up and to  
arm . . ."

So through the night rode Paul Revere;  
And so through the night went his cry of  
alarm

To every Middlesex village and farm,  
A cry of defiance, and not of fear,  
A voice in the darkness, a knock at the door,  
And a word that shall echo for evermore!  
For, borne on the night-wind of the Past,  
Through all our history, to the last,  
In the hour of darkness and peril and need,  
The people will waken and listen to hear  
The hurrying hoof-beats of that steed,  
And the midnight message of Paul Revere.

#### THE CONCORD HYMN

By the rude bridge that arched the flood,  
Their flag to April's breeze unfurled,  
Here once the embattled farmers stood  
And fired the shot heard round the world.  
The foe long since in silence slept;  
Alike the conqueror silent sleeps;  
And Time the ruined bridge has swept  
Down the dark stream which seaward creeps.  
On this green bank, by this soft stream,  
We set today a votive stone;  
That memory may their deed redeem,  
When, like our sires, our sons are gone.  
Spirit, that made those heroes dare  
To die, and leave their children free,  
Bid Time and Nature gently spare  
The shaft we raise to them and thee.

#### EMERGENCY WARTIME SUPPLE- MENTAL APPROPRIATIONS ACT, 2003

#### SPEECH OF

**HON. DAVID WU**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 3, 2003*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1559) making emergency wartime supplemental appropriations for the fiscal year ending September 30, 2003, and for other purposes:

Mr. WU. Mr. Chairman, there is no doubt that our airlines are hurting. Passenger numbers have never recovered from September 11. Orange terror warnings and media reports are also scaring away passengers. The war in Iraq has the potential of having a serious and negative effect on this industry. The first Gulf War helped cause the demise of four commercial airlines, all of which disappeared into liquidation.

But another handout directly to the airlines is not going to solve the problem. The \$3.2 billion in this bill comes just a year and a half after we approved a \$15 billion package of

post September 11 loans and grants designed to tide airlines over.

The real problem is that people aren't flying. Even though the number of flights have been reduced, on average, more than 25 percent of the seats on flights are left unsold. And a reduction in flights means job cuts.

It is time we try something more direct. We are proposing a way to get the American public flying again. By filling empty seats, we can actually help to preserve and even create jobs.

That's why Representative SCOTT and I are offering an amendment that will encourage people to fly. Our "Freedom to Fly" amendment would set aside the same proposed amount—\$3.2 billion—to support an airline ticket discount program. The discount coupons we propose could be used to purchase any airline travel at a 50 percent discount. For example, a voucher costing the passenger \$100 would be worth \$200 toward the purchase of an airline ticket. Our program would apply the \$3.2 bill to directly subsidized passengers and indirectly the airlines. This program would apply to everyone buying tickets on U.S.-owned passenger airlines.

As a result of this amendment, air travel would increase because the consumer cost of air travel would be cut in half. And this plan would benefit not just the airlines and the traveling public, but also stimulate business for hotels, rental car companies, travel agencies, and other travel related industries.

The total effect of the program would be far greater than just subsidizing the airlines. Over the past week, the airlines have laid off 10,000 workers. A subsidy will not stem the tide of additional layoffs. On the other hand, the proposed vouchers will result in increased airline business, and in increased demand for workers.

The proposed program would be developed and administered by the Department of Transportation, and would be in effect for one year, through March 31, 2004. This is a short-term program that actually has some real prospect of being successful. Giving Americans the "freedom to fly" will fill those empty seats by making them affordable, thereby increasing revenues for the airlines, preserving jobs, and generating additional revenues for others involved in travel commerce.

I encourage all my colleagues to join us in support of this important amendment.

#### THE DEAN AND BETTY GALLO PROSTATE CANCER CENTER'S EDUCATION INITIATIVE

**HON. RUSH D. HOLT**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 10, 2003*

Mr. HOLT. Mr. Speaker, I rise today to salute the Dean and Betty Gallo Prostate Cancer Center's new education initiative.

Prostate cancer is the most common cancer among men—about 220,900 new cases will be diagnosed this year. Approximately 28,900 men will be stricken down by this disease—one that devastates so many families by killing so many fathers, brothers, and sons.

I am proud to say that the Dean and Betty Gallo Prostate Cancer Center in central New Jersey is working hard to improve these statistics. On April 12, the Gallo Center will kick off

its prostate cancer education initiative with a statewide health event held at 13 separate sites. At these sites, individuals and families will be able to get information and talk to representatives of the Gallo Center, local health departments, and other officials.

In the fight against prostate cancer, it is vitally important that we concentrate on education and screening. Catching the disease early drastically improves the chances of surviving, and lowers the need for the expensive treatments used during later stages of the cancer.

For those who are diagnosed with prostate cancer, the Gallo Center is New Jersey's only specialized prostate health resource at a National Cancer Institute—the Cancer Institute of New Jersey. The Center is also an advanced research facility that transforms laboratory discoveries into clinical practice.

While I am glad that New Jersey can rely on such a world-class facility for prostate cancer research and treatment, I am even more pleased to learn of the Gallo Center's educational and outreach efforts. Prostate cancer is a disease that disproportionately affects elderly men and African-Americans, and it is vital that health care professionals reach out to these populations to inform them of the warning signs of the disease.

Again, let me applaud the Gallo Center's efforts to inform and educate New Jersey's citizens about this devastating disease.

#### INTRODUCING JOHN'S LAW

#### HON. FRANK A. LoBIONDO

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 10, 2003

Mr. LoBIONDO. Mr. Speaker, in the coming months we will be marking the third anniversary of the tragic death of one of my constituents. U.S. Navy Ensign John Elliott, who had just received his commission to Naval Flight School in Pensacola, Florida, was struck and killed by a drunk driver on July 22, 2000. The accident instantly killed Elliott and seriously injured his passenger, Kristen Hohenwarter.

Sadly, it was later discovered that the driver responsible for Elliott's death had been arrested for drunken driving earlier that evening. Elliott was on his way home for his mother's birthday party when he crossed paths with the intoxicated driver.

Nearly three years after that tragic accident, his parents continue the fight to save other families from the grief they have endured. Lobbying the New Jersey State Legislature, the Elliotts saw to fruition the drafting, passage and ultimate enactment of John's Law. The law ensures that individuals who pick up an arrested driver sign a document accepting custody. Additionally, it gives State Police the authorization to impound the automobile of an arrested driver for up to 12 hours.

Today, I am introducing a bill expressing the sense of Congress that funding should be made available from the Highway Trust Fund to encourage all states to enact legislation to require law enforcement officers to impound motor vehicles of those charged with driving while intoxicated and to issue responsibility

warnings to those who take custody of suspects driving while intoxicated. The legislation also requires the National Traffic Safety Board to report to Congress on the number and severity of traffic accidents caused by individuals who were released by state and local police hours after being charged with DWI and to make recommendations on the need for states to adopt statutes similar to John's Law.

We are making important strides to eliminate the senseless deaths caused by the lethal mix of alcohol and automobiles. Annual deaths from drinking and driving have decreased from approximately 28,000 in 1980 to 16,068 in 2000. In 1982, 57 percent of all traffic fatalities were alcohol-related. In 2000, that percentage fell to 38 percent. However, much work remains to be done. Each death is a preventable one and I am sure this resolution will go a long way in ensuring deaths like Ensign Elliott's are prevented and families are saved from the pain the Elliotts and other families across the nation have endured.

I urge my colleagues in the House to support this resolution.

#### IN HONOR OF PHILLIP BURTON

#### HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 10, 2003

Ms. PELOSI. Mr. Speaker, twenty years ago today, our Nation lost a fierce and fearless leader—Phillip Burton, a great Member of Congress from San Francisco.

Sometimes profound, often profane, but always passionate, Phillip Burton was a voice for workers, the poor, the elderly, the disabled and a protector of the environment. He turned up the volume of those who could only whisper for help.

Through his work, the world has been endowed with a lasting legacy of gifts—the giant Redwoods, benefits for black lung sufferers, better wages for workers, and better healthcare for the elderly and the disabled.

Phil Burton believed deeply in the integrity of this institution and its democratic principles of disagreement and debate. One of his first areas of interest was the House Committee on UnAmerican Activities and its destructive use of this House to undermine the principles for which it stood. He worked successfully to abolish the Committee.

Expanding on the openness and fairness he desired for the House of Representatives, he worked to ensure meaningful reforms in the House so that junior Members were given early opportunities to share more equally in the workings of the committees.

Phil Burton was a legislative master, creating new park lands and protecting lands throughout the country—literally “from California to the New York island; from the Redwood Forest to the Gulf Stream waters.” The Washington Post ran the headline about his work: “Sun Never Sets on Burton Empire.”

In 1978, Phil Burton championed the most sweeping environmental legislation ever to pass the Congress, tripling the National Trails System, doubling the Wild and Scenic Rivers System and more than doubling the wilder-

ness in national parks. He and the chairman of the Interior Committee, Mo Udall, worked together to protect 100 million acres of land in Alaska, the largest in the nation. Mo Udall's classic description of Phil says it all: “He unscrewed the inscrutable.” He preserved America's natural wonders.

Among Phil's great successes was creation of the nation's first two urban national parks—the Golden Gate National Recreation Area in San Francisco and Gateway National Recreation Area in New York. The Golden Gate National Recreation Area has become an emerald greenbelt stretching north and south of San Francisco along the Pacific coast.

The jewel at its center is the Presidio. Phil Burton, with one sentence, made it possible for the Presidio to exist as a national park. Years later, Congress created a permanent management entity, the Presidio Trust, to ensure that the Presidio would be preserved in perpetuity as Phil intended.

The “empire” stretched beyond our continental lands to the Territories where Phil sought to bring fairness, cultural harmony and the American Dream to island populations. And he brought them representation in Congress. Congressman ENI FALCOMA, who staffed the Subcommittee on Insular Affairs chaired by Phil Burton, is a Member of Congress today because of legislation authored by Phil to ensure representation to the people of America's distant lands.

Phil's mastery extended beyond the legislative arena, and his true artistry was displayed when it came to redistricting. One press account described it as “Phil Burton's contribution to modern art.” For almost three decades, he painted the political landscape of Californians in the House from his palette.

Always central to Phil's success was a strong sense of bipartisanship, which he considered essential. This was evident in his efforts to preserve lands in districts where they formed an economic spine for local communities. By providing worker benefits and working with Republicans and Democrats, success was possible that benefited not only the short-term existence of a community, but the longer-term preservation of the environment. In all of his work, he put the public interest above self-interest, including the self-interests of those who preferred to realize financial gain.

Phil Burton's career took a detour on the road to become Speaker. When Phil lost the race for Majority Leader, Speaker Tip O'Neill said, “I never saw a person take defeat so gracefully . . .” He may have lost the personal battle for Majority Leader, but he was victorious in his broad war to ensure social justice and human dignity for all people.

Phil Burton worked every day of his life to protect this planet, its people and this place where we govern. He was not a man of shallow interest, but a man of deep and abiding commitment to democratic principles.

In his short life, he brought our nation a legacy of accomplishment that will outlast our lifetimes and those of our grandchildren. As enduring and tangible as the monuments he left to us will be our abiding commitment to the principles he held in his heart. Years from now, these generations will not know his name, but they will experience his monumental achievements.

Phil Burton stands as tall as a giant among us and as lasting as the great Redwoods.